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COUNTRY Czechoslovakia

REPORT

SUBJECT Rear Services and Supply
Procedures in the Armed Forces

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1.

report containing miscellaneous information on various aspects of logistics in the Czechoslovak armed forces. The topics covered include an explanation of the term "Rear Services", supply procedures, supply and maintenance at the unit level, supply and maintenance at the battalion level, control of expenditure of ammunition, and allocation of fuel.

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ARMY review
completed.

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16 July 1957

MISCELLANEOUS CZECHOSLOVAK ARMED FORCES LOGISTICS INFORMATION

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MISCELLANEOUS CZECHOSLOVAK ARMED FORCES LOGISTICS INFORMATION

Introduction

[redacted] most of the work done at supply points was performed by civilians who were supervised by officers and NCOs. [redacted]

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[redacted] there was always a shortage of spare parts and fuel for airplanes. [redacted] the same situation existed in regard to other types of motor vehicles. He considered the supply discipline and enforcement of regulations in the Czechoslovak Armed Forces to be quite strict.

1. Rear Services

a. Clarification of the Term "Rear Services"

[redacted] the term "Rear Services" was the general term applied to logistical functions performed in support of combat operations, a system of supply including procurement, storage, issue, maintenance, and salvage procedures. There was no Rear Services branch or corps, as such, but the various branches of service such as chemical, signal, quartermaster, ordnance, etc., trained their own personnel to perform supply functions pertaining to their branch. Collectively, supply personnel of these branches were considered to belong to and work in the "Rear Services".

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Examples [redacted] of the types of items supplied by Rear Services were subsistence; clothing; individual and organizational equipment; office furniture, supplies, and equipment; liquid petroleum fuels and lubricants and related handling equipment and containers; ammunition; weapons; vehicles and other mechanical equipment; aircraft; and animals and animal transport equipment.

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b. Rear Service Schools

[redacted] each respective branch operated its own officer candidate training school. Those individuals serving in the Rear Services, in supply functions, were trained in the school for their respective branch, for example: quartermaster, finance, engineer, or chemical. [redacted]

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c. NCO Training

NCO training generally was conducted in each regiment; however, [redacted] there were special technical schools operated by the Army and Air Force for career NCOs. [redacted]

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[redacted] his air regiment trained airplane mechanics and airplane maintenance personnel. The course lasted about two months and students were graduated as mechanics' helpers; remainder of their training was on the job. [redacted]

[redacted] some students received NCO ratings when they finished the course, generally as corporal or sergeant.

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[redacted] Only periodic training in chemical defense conducted in his air regiment was during the practice alerts. This consisted only of gas mask drill and practice with other items of protective clothing. When a chemical attack was announced during the alert.

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2. Supply Procedures

a. Procurement

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[redacted] all such procurement of military supplies was handled at Ministry of National Defense level.

b. Requisitioning

Requisitioning of supplies by using units usually was done by submitting written requests through channels, such requests being based on prescribed allocations or requirements according to training plans or unit strengths.

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3. Supply and Maintenance at Unit Level

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a. Individual Clothing and Equipment

(1) Uniforms².

All items of the uniform, both for officers and enlisted personnel, were issued to the individual. Officers could supplement their uniform issue through purchase of desired items, but this practice was not common and was not encouraged.

The only item issued to the individual [redacted] considered special was the rubberized, or rubber impregnated clothing issued each airman and officer for protection against chemical attack.¹

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(2) Tents

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[redacted] the individual, or "pup" tent, of which each man received a half-tent and pole. This was issued as individual equipment. This tent was described as being in two parts, and when pitched, it was about 180 cm sq and stood about 150 cm high. The halves were fastened together by buttons and snaps and the edges were staked to the ground. The tent was green in color and there were no markings. When not in use, the half-tent was carried or kept with each individual's personal equipment, in his pack. When the half-tent was in need of repair, the individual would turn it in to the first sergeant and receive a replacement. Repair work on tents was done at the battalion tailor shop.

b. Salvage

The system of salvage was as follows: the worn uniform item would be turned in to the unit (company or squadron) supply, the item would then be inspected by the first sergeant and, if considered to be sufficiently worn,

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a new item of replacement would be obtained by the first sergeant and issued to the individual. Generally, replacement items were obtained by written requisition from air regiment [redacted] however, occasionally replacement items were in stock at the unit supply. Replacement items could be obtained the same day if necessary. [redacted]

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[redacted] During this salvage process the wear expectancy and date of issue was checked in the individual's equipment record and entry of the exchange was then recorded. If the old item could be cleaned and repaired by the battalion tailor shop, it would be reissued to someone as part of a work uniform. [redacted]

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[redacted] if the item was considered not worth repair it would be sent through supply channels to air division and there sold to industry for reclamation; for example, woolen clothing would be recarded and the wool used again. [redacted] sale of such items or the use of funds realized.

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c. Petroleum, Oil, and Lubricants

The supply of fuel and oils for aircraft to the using unit was the only POL supply procedure [redacted] Aircraft fuel was brought to the airfields in tank trucks. [redacted]

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[redacted] tank trailer which was driven to the flight line area and left there until the fuel was emptied. It was mounted on dual wheels, front and rear, and had one central opening on top for filling. The tank of the tank trailer was about six meters long and about two meters in diameter, and there were two spigots on one side from which the gas was taken by hoses. The tank trailer was painted a dark color, [redacted] black, and on one side had an affixed sign identifying the refinery, the type of fuel hauled in the tank trailer, and the capacity of the tank.

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[redacted] the fuel came directly from unknown civilian refinery outlets. [redacted] the octane rating was as follows: For jet planes LRX - 52 and medium weight (Merna Vaha) 0.82 - 0.86; for motor-driven planes, the octane was given as FS OKL 95/135.3.

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Motor oil for aircraft was obtained from the air battalion supply in barrels of about 100 liters capacity. [redacted] it came through supply channels from Air Technical Supply Division. Densities of this oil were as follows: For motor-driven planes; LM 100 and LM 120; and for jet planes, LM 160C.3. The "C" stood for acid crystal (kyselina stearova) and indicated that the oil had a certain unidentified chemical content or had been treated in some unidentified manner to prevent it from burning out or breaking down under extremely high temperature.

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POL for automotive vehicles was handled by the motor pool and Source claimed he did not know where such supplies originated, as that was a matter handled by the automotive transport branch.

d. Repair Parts and Technical Supplies

Repair parts and technical equipment for aircraft were requisitioned by the air battalion from Air Technical Division⁴, except those for the air regimental shops, which [redacted] requisitioned their own needs from Air Technical Division. [redacted] air division obtained supplies from the Military District (Okruh).

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[redacted] aircraft and motor vehicles normally came directly to the regiment from unidentified civilian factories [redacted]

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4. Supply and Maintenance at Battalion Level

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a. Battalion Repair Shops

Air battalions [redacted] had their own repair shops for individual clothing and equipment, small arms, and vehicles. Both civilian and military personnel were employed in these repair shops [redacted]

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[redacted] there were drills and grinders. benches, and hand tools [redacted]

[redacted] Repair parts for these shops were very limited and usually had to be obtained by air battalion supply on the basis of need, as there was little stock on hand in the repair shop's supply rooms.

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b. Individual Clothing, Equipment, and Weapons Repair

The tailor shop and shoe repair shop performed maintenance or repairs on such items as tents, gas masks, and footwear, and the armament shops performed the necessary minor repairs on weapons, including replacement of parts such as barrels, springs, and stocks; more extensive repairs or rebuilding of weapons which were badly worn or damaged [redacted] was done at air regimental shops.

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c. Vehicle Maintenance and Repair

In the Czechoslovak Armed Forces, vehicle repair was divided into three echelons: Current or operational (Bezna), medium repairs (Stredni) and major repairs (Vyssi). [redacted] only the lower two echelons of repair were performed at the air battalion shops. [redacted]

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[redacted] "Bezna" included what the driver could do, such as changing the tires and lubricating and washing the vehicle; that "Stredni" was the adjusting of the brake, fuel and ignition systems and replacing worn items such as fan belts. The "Vyssi" [redacted] included repair of the inner working parts of engines, replacement of engines, or repairs to the body or frame of vehicles. [redacted] this last echelon of repair work on vehicles was done at air regimental shops.

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d. Aircraft Repair

Repair of aircraft, other than flight line maintenance, was performed at air regimental level because of the technical nature of this work and the availability of skilled technical mechanics at shops of that level.

e. Storage, Packing, and Marking of Ammunition

A small, but unknown, quantity of ammunition for the weapons of the unit was stored in the air battalion's supply. This consisted of 7.62 mm ammunition for pistols; 9mm ammunition for sub-machine guns; 12.7 mm ammunition for the machine guns of the dual-controlled MIG training airplane; and 37 and 23 mm ammunition for MIG fighter planes. [redacted] the air battalion armament officer had control of the issue of this ammunition. It was locked in the basement supply rooms of the battalion's barracks and was not guarded.

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[redacted] the 7.62 caliber ammunition [redacted] was issued in pasteboard boxes of 25 rounds and that the 9 mm pistol ammunition was issued in pasteboard boxes of 40 rounds. [redacted]

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The label on the pasteboard box had the following information printed on it: Caliber, count, date of manufacture, weight, and factory of manufacture. [redacted]

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[redacted] some of the 7.62 ammunition his unit had was manufactured at the "Povazske Strojarny" (Vah River Machine Works) in POVAZSKA BYSTRICA (N49-07, E18-27) [redacted] The only markings on this pistol ammunition were on the base of the cartridge and consisted of an imprinted star, the year of manufacture (using only the last two numbers of the year), and the caliber.

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5. Control of Expenditure of Ammunition

Expenditure of ammunition was according to training plans, and using units requisitioned and drew it accordingly. [redacted]

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[redacted] these plans [redacted] came from air division. [redacted] for example, the numbering of training plans as plan #1, #2, or #3. Certain of these plans could be carried out in one day, several times per day, or over a period of several days. For example in plan #1 the requirement might be the firing of 20 rounds from each type of weapon of the unit's planes and the firing of 10 rounds of pistol fire by each officer. Based on the unit's officer strength and number of planes, ammunition would be drawn. Ammunition normally was drawn one day before its actual use. [redacted]

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[redacted] the system of procurement was general knowledge.

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6. Allocation of Fuel

Fuel also was allocated according to the estimated number of hours of flight for each of the unit's planes in the training program. Plane tanks were refilled to capacity after all flights.

[redacted] motor vehicle fuel was issued in accordance with "estimate" requisitions prepared by the using unit for vehicle use in training programs and any other general usage. Each vehicle had its calculated fuel consumption per 100 kilometers and this was used as a factor in estimation. [redacted]

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[redacted] requisitions were based on past experience and knowledge by the various supply sections and were only an estimate.

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Comment: [redacted]

Air Technical Division [redacted]

the branch or part of the Air Force which handled the supply procurement function of the Air Force. NFI.

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